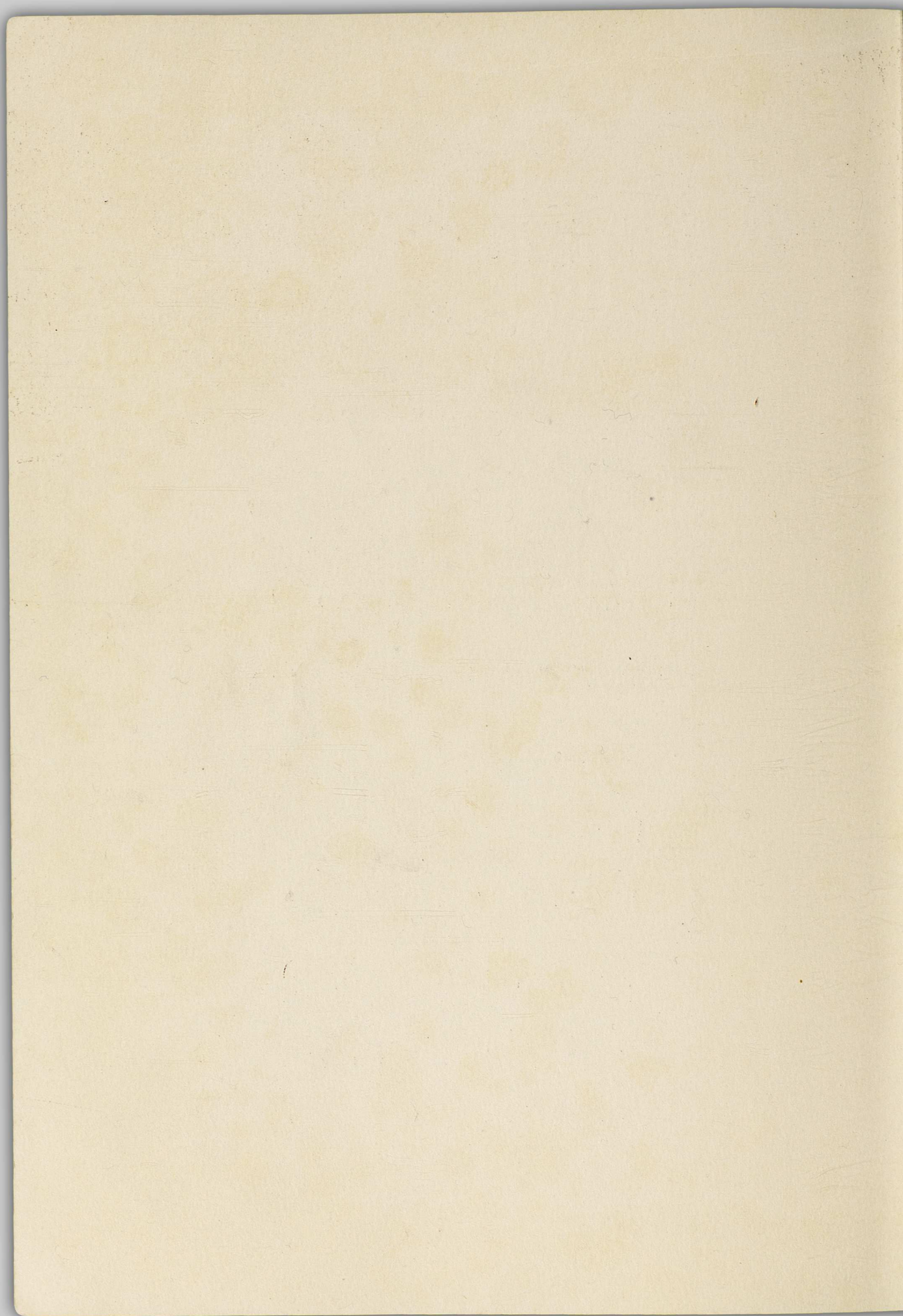


PRINCE RUPERT

BRITISH COLUMBIA

The
Pacific Outlet for
PEACE RIVER
and the Prairie
Provinces





PRINCE RUPERT

BRITISH COLUMBIA

POSSESSING a very large and commodious harbor, covering an area of about ten miles in length by from a-half to two miles in breadth, Prince Rupert as the northern terminus of the Canadian National Railway, principal port on the northern coast of British Columbia, and in the heart of an enormous salmon and halibut industry, has many factors contributing to its importance. The railroad line which has played a prominent part in the development of the port, connects Prince Rupert with the entire railroad system of Canada and the United States.

Other industries, which are adding force to the great progress which Prince Rupert has been making for several years past, are, mining throughout Central and Northern British Columbia and forestry in the hinterland, the product of which find an outlet at the port. This is also a grain outlet for Saskatchewan and Alberta, the Dominion Government elevator now being under lease to the Alberta Wheat Pool. The port is 500 miles nearer the Orient than any other terminal port on the Pacific Coast, and two days nearer the Yukon and Alaska than any other Pacific Coast city.

Large shipments of lumber, poles, railway ties, silver, gold, copper blister, shingles, fish and raw furs are made through this port. It is in the centre of the "Big Sitka Spruce" district.

The fishing industry is of first

importance and has been developed on a large scale. The official name of the fisheries is the "Skeena River District" or "District No. 2," and embraces the Skeena River, the Naas River, Queen Charlotte Islands and adjacent waters situated between. Prince Rupert is practically located in the centre of the entire fishing grounds.

Considering the Skeena No. 2 District as a whole, salmon fishing predominates, but halibut fishing is more important to Prince Rupert.

Prince Rupert is the greatest halibut port on the Pacific. The Skeena River entering the ocean a few miles south of Prince Rupert is the most productive salmon river on the Pacific Coast. A dozen canneries are located on that river and as many more adjacent to its mouth. The largest fish cold storage plant in the world is at Prince Rupert.

The population of the city is about 8,000. The latitude of Prince Rupert is 54 deg. 17 mins. north, longitude 130 deg. 20 mins. west, about the same latitude as Liverpool, England, and has a climate the mean temperature of which is the same as that of the great shipping port of the Mersey.

Wet season extends from October to March. Dry season from April to September. Precipitation sometimes reaches 95 ins. Coastal climate mild. Flowers bloom outside all through some winters.

The harbor and contiguous waters are absolutely clear of ice and floes



COURTESY C. N. R.Y.S.

Aeroplane View of Prince Rupert, New Ocean Dock in Foreground.

PHOTO BY R.C.A.F.

Prince Rupert, British Columbia—Canada's National Pacific Port

at all times. There are no dangerous currents, no fog in winter and navigation is never impeded through weather conditions.

Harbor: — Natural; completely landlocked, with good holding ground for anchorage. The maximum rise of tide is 21 feet and the minimum fall is 20 feet; mean range of tide is 17 to 18 feet; minimum depth of anchorage at low water 15 fms. Vessels anchor 50 to 800 feet off shore. Approach to harbor, easily accessible, with lights and buoys provided. Pilots are available but not compulsory. After a navigator has once entered the harbor he can enter afterwards without the aid of a pilot. The distance from the docks to the ocean is 30 miles. There is a wireless station capable of communicating with stations 500 miles distant, also a quarantine station and docks. There is no harbor board at Prince Rupert, consequently no tonnage taxation.

The Dominion Government maintains a Biological Research Station at Prince Rupert.

The coastal steamship services all call at the port. There is a daily train service to the East, and from the East.

Canadian Customs — Ships can clear to any port in the world.

There are eight wharves including the following: Canadian National, with 800 foot warehouse, electrically equipped and with electric gantry cranes. Provincial Government wharf, 500 feet long, of wholly reinforced concrete construction, with two storey warehouse and offices. Imperial Oil Co.'s wharf, Union Oil Co.'s wharf, lumber assembly wharf and others, making a total wharf frontage of some 4,000 feet, in addition to the elevator wharf.

The Imperial and Union Oil Companies have large storage capacity for oil. The depth of water at all wharves is 35 to 40 feet at low tide.

The city has a first-class hospital with fully equipped operating theatre, X-rays, etc.

The Canadian National S. S. Co. operates one of the largest dry-docks in America, with a capacity of 20,000 tons and a length of 600 feet, with a fully equipped marine repair shop and ship-building plant in connection. The dock is in three sections.

Stone or gravel ballast is available.

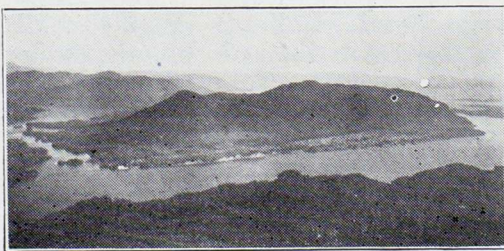
There are five public schools and high school, where pupils may take the first year in senior matriculation. A new public school costing \$225,000 has just been completed, consisting of three stories, with twelve class-rooms. The structure is of brick and tile, with cement foundations and has accommodation for 550 scholars.

Churches include Roman Catholic, Anglican, Presbyterian, United Church, Baptist, Lutheran, Christian Science and Salvation Army.

There are first-class Electric Light, Telephone and Water plants owned and operated by the municipality.

The City is run on the single tax system, with no tax on improvements.

There is first-class hotel accommodation for those desiring to stay and enjoy bathing, boating, fishing and hunting.



Kaien Island in the distance, on which Prince Rupert is situated.

Numerous Points of Interest to the Tourist In and Around Prince Rupert



Prince Rupert Salt Lakes, where the water is so warm that bathers may stay in for hours at a time without any inconvenience.

Salt Lakes Across the harbor, a short launch ride, then a walk through the woods for about a quarter of a mile, where excellent salt water bathing may be enjoyed. Bring your own bathing suit and a towel. Launches leave Prince Rupert Boat House, also Cow Bay Float at frequent intervals. Running time for trip from wharf to lake, 25 minutes.

Around Kaien Island This gives the visitor an ideal view of the waterfront, including the 20,000-ton drydock, the Canadian Fish & Cold Storage Plant, through Butze Rapids, Lake Morse, Galloway Rapids, Lake Wainwright, Zanardi Rapids, under the Canadian National Railway's bridge connecting Prince Rupert with the mainland, the government wireless station, quarantine station and marine depot. Special arrangements must be made on arrival at Prince Rupert for this trip, which takes about four hours, and is dependent on the tides. Cost \$1.50, minimum, \$12.00.

Metlakatla An Indian village, where Church of England Mission was established by the late Rev. Wm. Duncan, in 1857. Reached by launch. Distance six miles. Time necessary for the return trip, three hours. Cost, \$1.00. Minimum 10 persons.

Salmon Canneries There are 15 canneries in the vicinity of Prince Rupert. One of the most modern is located at the upper end of the harbor, and during season splendid opportunity is afforded visitors to see the method followed in canning the famous Sockeye salmon. Distance, 12 miles return. Time required, 2½ hours. Cost, \$1.00; \$8.50 minimum.

Mountain Climbing For the tourist who is energetic and enjoys scenery, a trip up the mountains is well worth while. From the summit of Mount Hays, which rises directly behind Prince Rupert, a grand view can be obtained of the Pacific dotted with hundreds of small islands near the coast.

The Most Direct Route to Tidewater will Serve Peace River District Best

PRINCE RUPERT

THE NATURAL OUTLET FOR PRODUCTS OF THE VAST
PEACE RIVER COUNTRY

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PRINCE RUPERT is the logical outlet for the grain and other products of the Peace River district of Alberta and British Columbia, as well as for the already developed portions of the prairie provinces.

In order that the facilities of the port and town may keep pace with the general expansion in all lines of commercial activity that has been taking place here, the Dominion Government has constructed a modern elevator of one and a quarter million bushels capacity. The elevator is of steel and reinforced concrete construction. The unit comprising the storage tanks measures $277\frac{1}{2}$ feet in length and over 68 feet in breadth; the work-house is 62x94 feet, and the car unloading shed is 101 feet by $58\frac{1}{2}$ feet. The storage capacity of 1,250,000 bushels is divided amongst 130 tanks of varying sizes. The 36 largest of them can hold 25,000 bushels each; 24 can handle 6,000 bushels each; 22 are of 5,000 bushel capacity; 15 of 3,000 bushel capacity and remaining storage units are constructed to hold 1,200 bushels each.

The receiving capacity of the house is 18 car loads per hour, and the shipping capacity is 50,000 bushels per hour. There are 12 grain cleaners, which make it possible to clean 15,000 bushels per hour. These are Monitor wheat cleaners. A drying of 1,000 bushels per hour is afforded by a Morris grain drier.

The regular grain equipment includes two 9A Monitor scales, two high Carter disc machines and one

single Carter discs. Clarke automatic shovels are used for unloading. There are five 2,000 lbs. Gurney scales. Electricity is used for power and light. There are 45 electric motors with an aggregate $1,327\frac{1}{2}$ h.p. A 400-foot Morse silent chain drive is used in connection with the power installation. There are 26 belt conveyors in the house, representing a total length of 13,000 feet, ranging in width from 16 to 40 inches.

The wharf in front of the elevator is 1,000 feet long. There are 19 grain spouts on it. It is protected with a fire hose every 150 feet, and there is 35 feet depth of water at low tide.

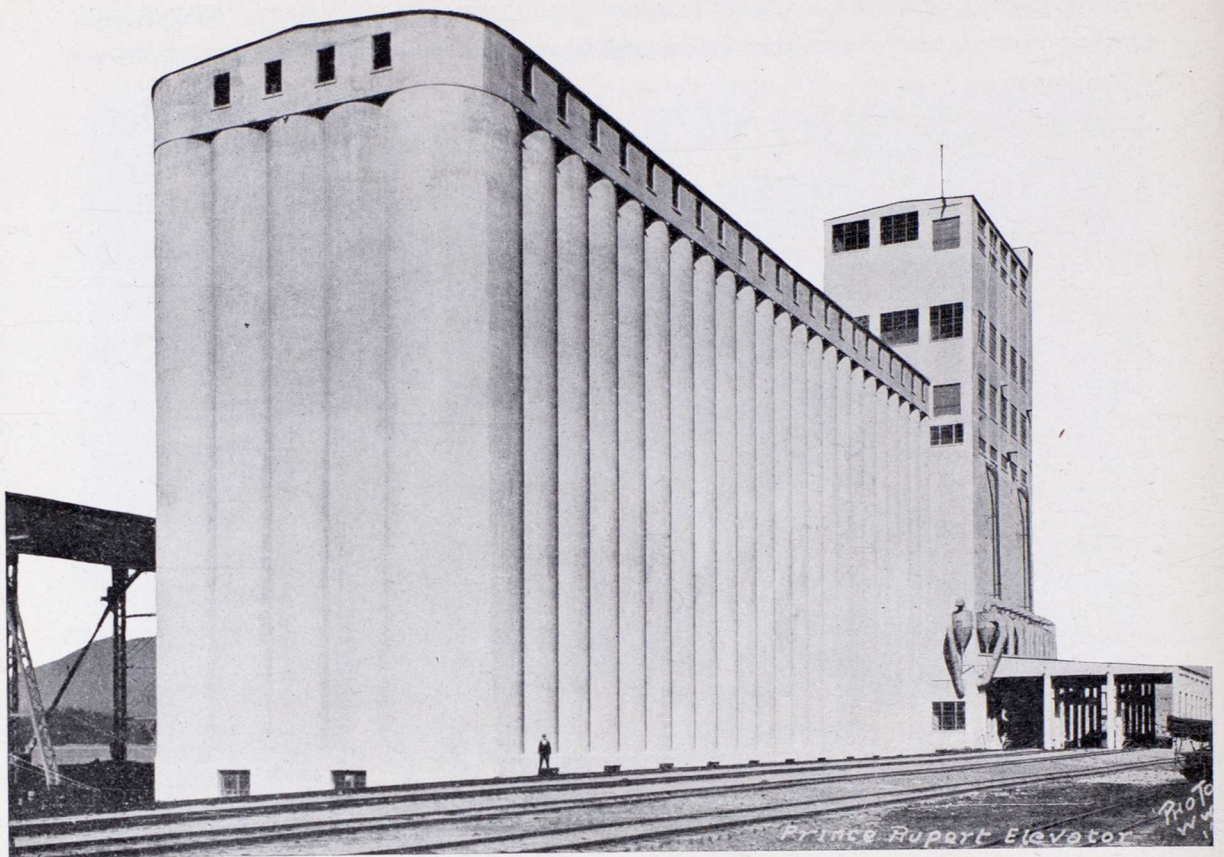
The latitude of Prince Rupert is $54^{\circ} 17'$ north, longitude $130^{\circ} 20'$ west.

In the matter of marine insurance, Prince Rupert is on a parity with other large Pacific seaports, being excluded from the North American Warranty.

Northern British Columbia lands have been held back from development through lack of transportation facilities. It is a well-known fact that the great interior valleys contain immense areas of good agricultural lands easy to bring under cultivation, and whenever a railway is built to tap the Peace River country it should also serve to open up these lands.

The shortest route of all from Pouce Coupe to the Pacific Coast is the one by way of Peace Pass and Finlay Forks. It traverses a rich country and opens up a greater fertile area than any other route.

Whatever route is adopted should be one that will benefit the Peace



Prince Rupert's 1,250,000 bushel Government-Owned Elevator which is operated by the Alberta Wheat Pool

River people and what they want are the best possible rates to the coast. As Prince Rupert is nearer than any other point, if the proper route is adopted, the railway that would benefit Peace River most would be one of those giving the most direct route to tidewater. If in so doing it can open new fertile

lands it will have a double advantage. All this is attained by choosing one of the routes through British Columbia. As freight rates are based on mileage, the Peace River people are entitled to the shortest route to enable them to market their products at the most advantageous rates.



SHIPPING IN AND OUT OF PRINCE RUPERT

Coastwise and Deep Sea

1925			
Inwards		Outwards	
Vessels	Tonnage	Vessels	Tonnage
3,643	852,230	3,587	833,315
1926			
3,604	936,476	3,711	923,981

SCHEDULE OF FEES

Payable by Ships Entering Prince Rupert, B.C.

HARBOR DUES—\$7.00, payable twice per year in Canada (exception Vancouver).
SICK MARINER'S FEES—2c per registered ton, payable three times a year in Canada.
PILOTS' FEES—(Not compulsory). 1c per registered ton and \$2.00 per foot draft in and out, plus boat hire of \$45.00 taking pilot to ship; \$30.00 bringing pilot from ship; running lines \$5.00.
CHARGES FOR LINING SHIP FOR GRAIN—(Contract).
SHIPS' AGENCY FEES—(Contract).
PORT WARDEN'S FEES—\$45.00 for full cargo of grain, or grain and lumber.
FUMIGATION CHARGES—25c per thousand cubic feet plus labor and transportation charges.
WATER—(D.W. & B.W.) Average cost, 20c per 100 cubic feet.
STEVEDORING RATES—(Contract).
NO TONNAGE TAX.
WIRELESS STATION, DIGBY ISLAND—OPERATING 24 HOUR SERVICE.

Schedule of Municipal Utility Rates

TELEPHONES—Min. Business, \$2.75. Min. Residential, \$1.75 month.
ELECTRICAL POWER—Bulk, 2c to $\frac{1}{2}$ c per K.W.H. Commercial, 4c to 1c per K.W.H., according to consumption and load.
RESIDENTIAL LIGHTING AND COOKING POWER—6c for first 40 hours; 2c per K.W.H. over that quantity.
INDUSTRIAL WATER—20c to 5c per 100 cubic feet, according to consumption.
RESIDENTIAL WATER—Flat 90c per month for ordinary residence.

FISHERIES

THE one essential in the fishing industry is the speedy marketing of the fish after it is caught.

The quicker fish is placed on the market, the better the quality obtained by the consumer. Prince Rupert, being the terminus of a transcontinental railway, and 500 miles nearer the fishing grounds than any other railway port, is where the fishermen bring their catches.

There is a great future for the Cod and Herring fishing business, which up to the present time has scarcely been touched, most of the fishermen confining their operations to the Halibut and Salmon.

Valuable Herring fishing grounds are within easy reach of Prince Rupert, which provide ample quan-

ties of bait for the Halibut fishing industry and also for salting and smoking purposes.

The Prince Rupert Marine Products Ltd. is operating a Fish By-products plant at Tucks Inlet, in Prince Rupert Harbor, and from the fish refuse it collects from the Canneries and the Fish Packing Depots manufactures Oils, Fish Meal for poultry and cattle, and Fertilizer.

In the North Pacific the halibut and salmon are the only fishing industries that have been earnestly prosecuted to any magnitude on a commercial basis. There are several other species of edible fish abounding in this ocean, and the possibility of their being commercialized is receiving the attention of the Biological Experimental depot at Prince Rupert.



Prince Rupert Halibut Fleet Landing 500,000 lbs. of Halibut, April 12, 1926.

Total Fish Catch for this District in 1926 Nearly Nine Million Dollars

FISH CATCH FOR 1926

The figures of the 1926 catch for this district are as follows:

American Halibut	20,579,500 lbs.	Value	\$2,702,165.00
Canadian Halibut	7,021,600 "	"	873,439.00
Canadian Salmon	110,994,752 "	"	5,016,242.00
American Salmon	893,700 "	"	86,646.00
Canadian Cod	169,600 "	"	6,469.00
American Cod	284,200 "	"	11,942.00
Soles	105,000 "	"	1,312.00
Flounders	5,600 "	"	70.00
Canadian Herring	1,703,500 "	"	21,034.00
American Herring	152,000 "	"	1,702.00
Crabs	13,300 "	"	1,064.00
Shrimps	3,800 "	"	570.00
Clams	422 bbls	"	1,266.00
Whales	269	"	260,127.00
			<hr/> \$8,984,038.00

Salmon canned in the District approx. 1,268,028 cases; represents about 103,000,000 lbs., and value in manufactured state, \$13,552,875.00 (approx.).

The 1925 value in raw state was \$4,182,327.00, and of canned salmon about \$9,984,669.00.



Interesting Totem Poles Near Prince Rupert

TWO very fine Indian totem poles are located in Prince Rupert, the one pictured here was brought from Queen Charlotte Islands and is the crest of the Edenshaw family. The pole is over two hundred years old and is called the "Grizzly Bear" totem. The other is called the "Wolf Crest" totem and formerly belonged to a Nishga Chief, named Dauk, and stood in front of his lodge at Gitlakdamix, on the upper Naas River.

Along the line of the Canadian National Railway there are also some fine specimens of totem poles. In 1925, the Canadian National Railways, the Canadian Department of Indian Affairs, the Parks branch of the Department of the Interior and the Victoria Memorial Museum, took prompt action to preserve the remaining totem poles in Canada. Starting with the Gitksan Indian poles of the Skeena



Valley work was done in 1925 at Kitwanga. Here is now a great out-of-doors museum of totem poles, grave houses, caches and other objects of Gitksan handiwork. This place is not only of anthropological and artistic interest but also a great tourist attraction. There are eighteen totem poles and two totem figures at Kitwanga. There are one hundred totem poles all within fifteen miles of the Canadian National Railway, and available by automobile from Hazelton, Kitwanga and Usk, which are stations on the railway. About forty-two can be seen from the windows of passing trains of the Canadian National Railway, probably the only line in the world from which totem poles may be seen. It will only be a matter of a few years when this carving will be a lost art as the younger generation have taken no interest in the art of carving totem poles.



View of Canadian Fish & Cold Storage Co.'s Plant and part of Fishing Fleet.

Largest Fish Cold Storage and Freezing Plant in the World is Located at Prince Rupert



THE Canadian Fish & Cold Storage Company's plant is the largest Fish Cold Storage in the world, and the 4th largest of any description in Canada. It operates 12 months of the year and has an annual payroll of \$300,000.00. It handles about 20 million pounds of fish yearly, and the constantly increasing output of the plant shows that the food value of fish is steadily becoming more and more widely recognized. The varieties handled are: fresh and frozen fish—halibut, red spring salmon, coho salmon, pink salmon, steelhead salmon and qualla salmon, black cod, red cod and ling cod, brills, soles, flounders, skate and herring, smoked fish, kippered herring, bloaters, black cod and salmon

of all grades. Salt fish—cod, herring and salmon of all grades. The company owns a fleet of fishing vessels and the plant is electrically operated. The cold storage occupies a building of six stories, containing 781,000 feet of refrigerator space, and is equipped with three ice tanks. It can manufacture 100 tons of ice daily, and has an ice storage capacity of 2,000 tons, apart from the main cold storage building. Its cold storage capacity is 7,000 tons. Many interesting freak fish are to be seen here, and some giants. Among the latter is a halibut that weighs 346 pounds with its head off and many others that tip the scales at 250 pounds and over. The plant is one of the show places of Prince Rupert, and of special interest to visitors who are always extended a cordial welcome.

AGRICULTURE

FARMING is the staple industry in the great valleys contiguous to Prince Rupert. Along the line of the C.N.R. great strides have been made in grain growing, timothy seed production and fruit and mixed farming, while an additional source of revenue is found by many settlers during the winter months, when agricultural operations are lightest, in the production of poles and railway ties either from their own uncleared lands or other timber limits. Indeed, at present some of the farmers make as much money out of the ties, poles and cordwood they produce as from their agricultural crops.

Terrace is the centre of the fruit belt, great success having been attained at that point in the growing of small fruits, especially strawberries, and also in growing apples, pears, plums and cherries. Other

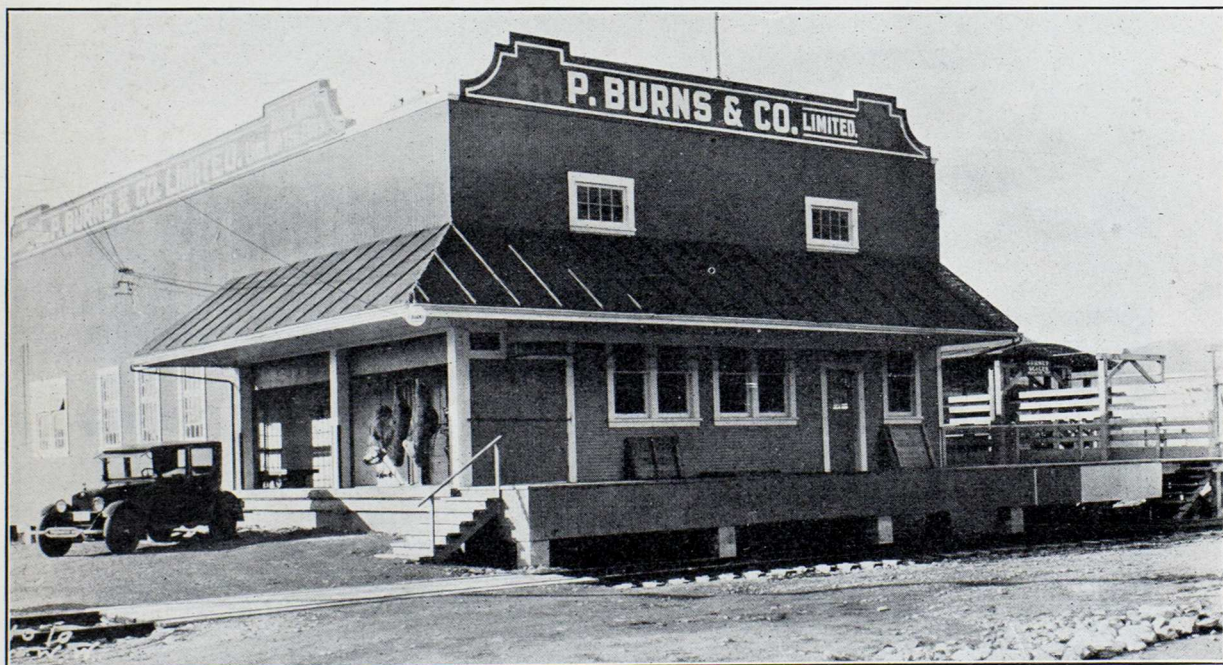
fruit valleys are the Kitsumkalum, Lakelse, Bella Coola and the Naas.

About 150 miles east the country and climate change and the soil is more suitable for grain growing, timothy seed production and mixed farming.

Smithers is the principal town in the Bulkley Valley, and is a divisional point on the line of the C.N.R.

The building and operating of an elevator at Prince Rupert has resulted in a much greater acreage of grain being grown in Central British Columbia.

The production of timothy seed is increasing by leaps and bounds. The Department of Agriculture have installed power seed cleaning plants at Smithers, Barrett and Burns Lake. During 1925 only 45 tons of seed were shipped, in 1926 the quantity was increased to 275 tons. The



The establishment of an Abattoir in Prince Rupert has proven an invaluable asset to the City and to the farmers in the Interior of Central British Columbia, including the Burns Lake and Francois Lake Districts, Nechaco and Bulkley Valleys. Cattle are now shipped in regularly.

Queen Charlottes a Future Agricultural Country—comprises 1,300,000 Acres

farmers receive a very high price for this seed as it is of a very superior quality, having won First Prize at the International Seed Show held at Chicago, in addition to several other prizes; also many other prizes at British Columbia exhibitions.

The Butter, Cream and Milk production has greatly increased since reasonable rates have been established enabling the commodities to be transported from the source of supply to the consumer.

Estimated Areas Available for the Settler :

Skeena Valley	200,000 acres
Francois Lake	64,000 acres
Nechaco Valley	200,000 acres
Naas River	300,000 acres
Bulkley Valley	120,000 acres
Fraser Lake	15,000 acres
Bella Coola	350,000 acres

Agricultural fairs are held in Prince Rupert, Terrace and Smithers, each district having a good prize list.

Climate varies as to district. The Coast as far east as Mile 90, mild;

East from that point, dry climate with hot summers, and fairly cold winters, no extremes; snowfall is light, and brilliant sunshine the rule. It is a remarkable fact that storms and blizzards are practically unknown in this belt.

The Dominion Government is contemplating opening an experimental farm in the Lakes District. There are good schools, roads and stores, and in most places telegraph and telephone, with regular mail service.

The Queen Charlotte Islands, comprising some 1,300,000 acres of land, much of which is heavily timbered, will in the future become a great agricultural country. These Islands, lying some 80 miles west of Prince Rupert, enjoy a very mild climate owing to the proximity of the Japanese current. Oats, wheat and barley have been ripened in small experimental patches on the Nadu River. Potatoes, cabbages and all kinds of roots have been grown successfully at various points on Massett Inlet.



S.S. "Prince Rupert" entering Harbour, Prince Rupert, B.C.

COURTESY C.N.R.YS.

MINING

THE year 1926 was marked by noticeable progress in all branches of the mining industry — prospecting, development and production.

Prospecting has been greatly encouraged by the assistance rendered by the Department of Mines in property examinations, trails, cheaper power, etc., also by the fact that more capital is available for the development of meritorious prospects.

Development has been greater this year than ever before in all parts of the northern portion of the province, and particularly in the Stewart, Alice Arm and Kitsumkalum Lake sections. A great many properties were under development during the summer season on which work will be resumed as soon as weather conditions permit. Several properties had work carried on continuously through the winter and indications are that the coming year will prove some new producers.

Production was about the same as last year, reaching nearly \$11,000,000

in the three metals produced in this north country, viz.: gold, silver and copper. This makes a total production in the last five years of over \$50,000,000, and approximately \$100,000,000 in the last twelve years, previous to which the output of this part of the province was negligible.

The output of the Granby Consolidated Mining, Smelting & Power Co. was the greatest in 1926 in the history of the company.

The Premier Gold Mining Co. paid dividends during the year amounting to 1,600,437, or 34% on capitalization, making total dividends of \$9,750,437 in about six years, out of a total production of approximately \$21,000,000. The future of the property is very promising.

The Dunwell, Big Missouri, B.C. Silver, Lakeview, Terminus and several other properties under development are giving great promise. The country is at the stage now when capital is badly needed for efficient exploratory work.

MINING STATISTICS FOR 1925

The following is a list of the shipping properties in District No. 1 and their outputs for 1925:—

Name.	Ore mined	Gold.	Silver.	Copper	Lead.	Zinc.
	Tons.	Oz.	Oz.	Lb.	Lb.	Lb.
Engineer	1,700	1,867	888	.....	.....	.....
Cherokee	10	11	1,898	.....	1,149	.....
Esperanza	156	11	8,086	.....	1,170	.....
Golskeish	5,264	473	2,746	.....	.....	.....
Hidden Creek and Outsider	17	6,997	377,910	39,510,163	.....	.....
Wolf	1,163,258	3	2,212	.....	583	.....
Belmont	78,640	35,086	21,273	677,422	.....	.....
Goldie	2	.....	82	.....	648	270
Bayview	9	.....	1,462	.....	2,673	2,903
Dandy	7	4	215	.....	4,915	1,499
Indian	30	1	371	.....	17,010	8,325
Porter-Idaho	177	13	21,735	.....	27,867	.....
Premier	168,557	118,448	2,363,556	.....	785,330	.....
Silverado	2	.....	320	40	.....	.....
Spider	7	3	2,480	.....	1,086	1,415
Silver Crest	1	.....	257	.....	.....	.....
Terminus	6	.....	1,568	.....	308	2,835
Totals, 1925	1,417,843	162,917	2,807,059	40,187,625	842,739	17,247
Totals, 1924	1,297,268	180,463	3,500,779	36,618,688	508,711	.....
Increase	120,575	.....	.....	3,568,937	334,028	17,247
Decrease .....	.....	17,546	693,720	.....	.....	.....

LUMBERING AND LOGGING

THE future of Prince Rupert is closely linked with the inevitable growing demand of the world for timber. Northern British Columbia is one of the world's greatest areas of timber which as yet is practically untouched. This area of many thousands of square miles of virgin timber will play an important part in meeting the world's demand for aeroplane spruce, pulp, lumber, poles, piling, posts and mining timbers. The timber industries are ever moving northward and Prince Rupert is already established as the natural outlet for the products of this great northern region.

The Canadian National Railway in entering Prince Rupert, passes through a timbered area more than 500 miles in width within which distance are located numerous sawmills, while the coast line both to the north and to the south is broken by numerous long inlets and natural canals penetrating virgin forests. To these is added the Queen Charlotte Islands, home of the "BIG SITKA SPRUCE," with their vast timber wealth.

The sawmills adjacent to Prince Rupert and along the Canadian National Railway, on the western slope, have a daily capacity of more than a million feet of lumber, in addition to which is a large production of cedar poles, piling and railway ties.

Raw material for the production of pulp and paper is almost unlimited, with water powers and transportation facilities for the successful development of such industries.

Close to Prince Rupert, the Skeena, the second largest river in British Columbia, enters the ocean. Its drainage includes the valleys of the Babine, the Kispiox, the Suskwa, the Bulkley, the Kitwancool, the

Copper, the Kalum, the Lakelse, the Kayex and the Ecstall Rivers. These valleys are all densely timbered with virgin stands as yet only scratched on the edge of settlement. Many billion feet of Spruce, Cedar, Hemlock, Cottonwood, Balsam and Lodgepole Pine adjacent to driveable rivers, await the coming of the pulp mill and the saw mill.

PULP POSSIBILITIES

There are huge areas in the Prince Rupert forestry district and it is probable that in the near future there will be several pulp and paper mills established, one at least at or near Prince Rupert. The fact that there is good water power within reach and that there is both rail and water communication with good harborage at a number of points in the neighborhood makes this a desirable location for a mill.

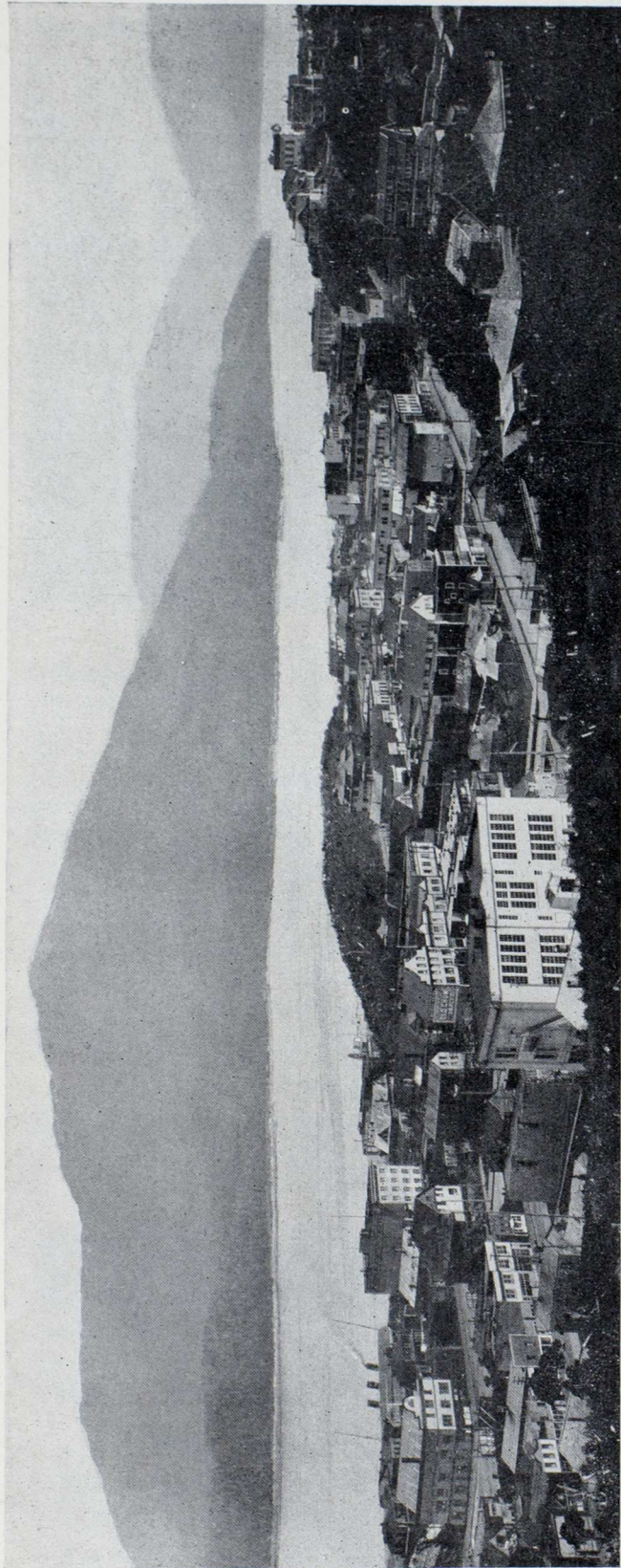
WATER POWERS

The fact that cheap power is one of the most essential factors in the establishment of industry should turn the eyes of the industrial locator to Prince Rupert, where the district offers many first-rate sites capable of economical development of water powers.

There is, in rough figures, 350,000 horsepower awaiting the harness of industry, all of which is within a comparatively short distance of tide water or rail.

INDUSTRIAL OPPORTUNITIES

Mining	Flour Mills
Fishing	Brickmaking
Fish Curing	Rolling Mills
Logging	Sawmill
Smelter	Shingle Mill
Blast Furnaces	Elevator
Copper Refinery	Pulp and Paper Mill



Partial View of City and Harbour from Acropolis Hill

COURTESY C. N. RYS.

FORESTS' PRODUCTION -- PRINCE RUPERT DISTRICT, 1926

Sawlogs	139,489,615	Ft. Board Measure.	Hewn Ties	544,825	Ties.
Poles and Piling	1,846,125	Lineal Measure.	Cordwood and Pulpwood	8,609	Cords.

Total production, including sawlogs and secondary forest product converted to B.M. amounts to 169,050,571 feet.

What with the vast timber resources, available water powers, transportation facilities and an open door to the markets of the world through Prince Rupert, Northern British Columbia offers a most attractive field for lumbering activities.

Prince Rupert is 500 Miles Closer to the Orient than any other Pacific Port



Third Avenue, Prince Rupert, looking East

TRANSPORTATION

PRINCE RUPERT, being the nearest Pacific Coast port to the Orient, is the natural port of call for all steamers plying between the Orient and Canada. The Canadian National-Prince Rupert route saves 24 hours steaming on the Pacific, and the railway grade between Prince Rupert and the East, being 410 of one per cent as against 2. per cent on other railways, surely places this port as the logical link between Canada and the Orient.

The valuable freights of silks, teas, etc., which carry high priced insurance, and which are now passing through southern ports should be shipped through this port, thus effecting a great saving in time and money to their owners.

Prince Rupert has a daily train service to and from the East, the railway line following the banks of the Skeena River as far as Hazelton, 200 miles east, then switching over to the banks of the Bulkley River which it follows for some distance. Beautiful scenery meets the eye all along the Skeena, with Indian villages and totem poles dotted along its banks.

The Canadian National steamships "Prince Rupert" and "Prince George" give a tri-weekly service between this port and Vancouver, and a weekly service to Skagway, Alaska. Besides this, there are three C.P.R. and two Union steamships calling each week.

The water trip from Vancouver is one of unsurpassed beauty, the entire distance being between islands timbered to the water's edge, and backed by snow-capped mountains, with here and there a cannery or logging camp in some sheltered bay. To the tourist this is a trip to be remembered.

The table of relative distances, taken from the Dominion Government Trade Map, gives a good idea of the favorable position held by Prince Rupert:

Table Showing Relative Distances between the Port of Prince Rupert and Vancouver to the following Ports:

	Prince Rupert	Vancouver
Brisbane	6,282	6,440
Bombay	9,080	9,540
Calcutta	8,280	8,740
Hong Kong	5,335	5,800
Honolulu	2,380	2,419
Manilla	5,535	6,000
Melbourne	7,195	7,360
Rangoon	7,720	8,180
Shanghai	4,795	5,180
Singapore	6,640	7,100
Sydney	6,651	6,840
Vladivostock	3,906	4,440
Yokohama	3,815	4,280

Within a Few Hours of Prince Rupert Hunting and Fishing Abound

HUNTING AND FISHING

PRINCE RUPERT is the headquarters and centre of a hunter's paradise. Within a few hours' boat journey one can obtain all classes of shooting during the hunting season, including bear, goat, deer, geese, and all species of ducks. There are splendid streams and large trout lakes where one may enjoy trout fishing of the best.

At Lakelse Lake, 90 miles east of Prince Rupert, on the C.N.R., there is obtainable good grizzly bear and goat shooting and excellent trout fishing, added to which there is situated at the south end of the lake a mineral hot spring. A hotel has been erected at this spot where tourists may enjoy an excellent holiday.

From Hazelton or Prince George one may obtain pack horses and guides, and in a day or so be in good moose and cariboo country.

Good salt water fishing can be obtained anywhere along the coast, black bass, cod of all descriptions, flatfish, and salmon when in season.



A good day's Hunting near Prince Rupert.

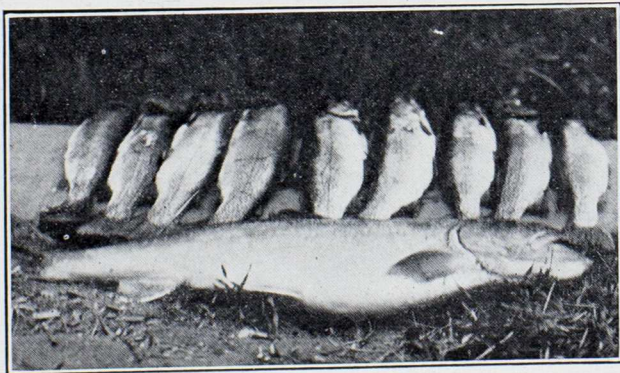
While there is fishing at a great many accessible points, the best is usually at lakes or streams back from the beaten track. Khtada Lake is reached by launch from Prince Rupert, a four mile tramp over a rough trail brings the sportsman to a small lake up which he must paddle and make a short portage to a larger lake where the fishing is excellent.

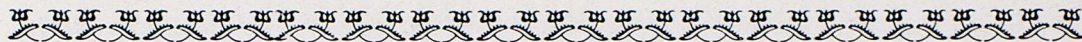
Bill's Lake is reached from Wark Canal and necessitates a rather long motorboat ride and a tramp of a mile or two over a trail.

Rainbow Lake and stream are nearer the city, 21 miles away, on the Canadian National Railway, and often excellent fishing can be obtained there.

Many points on the Ecstall River and the lakes adjoining give splendid sport amid the finest possible scenery.

In every case the visitor should have a guide who knows the country and the manner of getting to the fishing pools. Local residents make these trips alone and enjoy excellent sport during the fishing season.





INFORMATION *for* HUNTERS *and* FISHERMEN

Synopsis of Game Laws, Guides and Outfitters



Game Laws—This District

MOOSE—Male only; Sept. 1st to Dec. 15th.

CARIBOU—Male only; Sept. 1st to Dec. 15th.

MOUNTAIN SHEEP—Male only; Sept. 1st to Nov. 15th.

MOUNTAIN GOAT—Sept. 1st to Dec. 15th.

BEAR—Sept. 1st to June 30th. (Bag limit, 3 any species other than Grizzly).

DEER—Mule and Whitetail Bucks only; Sept. 15th to Dec. 15th.

DUCKS, GEESE, BRANT, &c.—Sept. 15th to Dec. 30th.

TROUT—Restricted to no more than 25 (total) in any one day. Nothing under 8 inches in length. Closed season, Nov. 25th to April 1st.

Licenses issued to Residents, Non-Residents and Aliens.

Remuneration for White and Indian Guides is \$5.00 to \$7.00 per day.

Pack Horses cost \$1.00 per day each. Minimum charge, \$2.00 per first day.

Provisions and supplies obtainable at fair prices, taking transportation charges into consideration.



Starting Points

PRINCE RUPERT—

From here, trips of any duration may be undertaken amongst and upon the innumerable islands, inside the long inlets that penetrate the mainland and upon the mountain slopes bordering them. Every kind of game and hunting is available.

Motor vessels are for hire with accommodation up to six passengers. Cost, six persons, \$60.00 per day; four persons, \$40.00 per day including crew and cook, but not supplies. Crew will also act as guides.

Hotels: Excellent. Rates, \$1.00 to \$4.00, European.

Boats and Guides: A. Swanson, Prince Rupert Boat House.

Some close-in points are Mile 21, Khatida Lake, Porcher Island, Wark Channel, Muddy Creek, Klunugget Inlet, Baker Inlet, Stewart Anchorage, etc., etc.

Good deep sea fishing for Black Cod, Spring (King) Salmon, and Sea Bass can be had along the Coast.

A specie of White Bear, known as "Kermode" (not a Polar) is found on Princess Royal Island, south of Prince Rupert.

The Queen Charlotte Islands are reached

from this port. They afford Hunting, Shooting and Fishing of all descriptions.

Guides may be obtained through James Martin—also Capt. Edenshaw, of Massett, and through Geo. Beattie, Queen Charlotte City. There is also accommodation and stores at these points.

TERRACE—

On the C.N.R. Lakelse Lake is reached from here. The lake affords most excellent Rainbow and Cut-throat Trout. There is good Duck, Geese and Grouse shooting, and Bear, Deer, Goats and Mountain Sheep hunting.

Hotel: Terrace Hotel. Guides obtainable through Geo. Little. There is a good store at this point.

USK—

On the C.N.R. Sheep, Goats, Grizzlies, Black Bear, Moose and Deer Hunting; also some Caribou. Partridge and Grouse shooting.

Guides: J. P. McDonnell, Jas. Gall, and R. Lowrie

Hotels: The Durham and The Shackleton. (Good fishing also here).

SMITHERS—

On C.N.R. Sheep, Goats, Grizzly and Black Bear, Moose, Deer, Caribou, Partridge and Grouse.

Fishing in Lakes Wilson, Barret, McDonald, Dennis and Loon; also in the Bulkley and Copper Rivers, all within 10 miles of R.R. Depot. Mountain and Dolly Varden Trout and Salmon.

There are several well-equipped stores at this point.

Guide: Ben Nelson

Hotels: The Bulkley and The Smithers.

HAZELTON—

On the C.N.R. Game: Sheep, Goats, Grizzly and Black Bear, Moose, Caribou, Deer, Partridge and Grouse.

This is the starting point for the Headwaters of the Skeena and Stikine Rivers, and one of the most extensive hunting areas in North America.

Rainbow and Dolly Varden Trout and Salmon in Sealy, Silver Standard, Robison and Lost Dutchman Lakes; also in Skeena and Bulkley Rivers, all within easy distance.

Canoe trips can be arranged.

Guide: Geo. M. Beirnes, fully equipped for anything in this line. Also Albert Marcier at New Hazelton.

Hotels: Omineca, Northern.

There are several stores and the Hudson Bay maintains a post here.

TELKWA—

Game: Grizzly and Black Bear, Deer, Moose, Sheep and Goats, Duck, Ruffed Grouse and Partridge.

Fishing in Bulkley and Telkwa Rivers and Lakes. Cut-throat and Rainbow Trout.

Guide: Archie Mapleton. A very well equipped store operated by Jack McNeill.

Hotel: Telkwa Hotel.

HOUSTON—

On line of C.N.R. Same game as Telkwa. Guide: H. C. Davies.

Hotel: Houston Hotel.

TOPLEY—

On line of C.N.R. Same game as Telkwa. Guide: Barkley McRae.

Hotel: McRae House.

VANDERHOOF—

Stuart Lake and tributaries are reached from this point over a splendid auto road a distance of forty miles.

Game: Grizzly and Black Bear, Moose, Caribou, Deer, Partridge, Grouse, Geese and Ducks.

Fishing: Mountain, Dolly Varden and Cut-throat Trout.

Outfitters: Douglas Lodge and Camps situated on Stuart Lake. They will meet all parties on arrival at Vanderhoof and drive them to Stuart Lake by motor car. Guides and complete camping outfit provided. Address for reservations and enquiries from May 15th to October 30th, Douglas Lodge, Stuart Lake, Vanderhoof, B.C. Cassiar

guides and outfitters, Takla Landing, B.C., post office address, Takla Landing, via Vanderhoof, B.C.

The above outfitters operate in what is known as the Cassiar District of British Columbia. This is the finest big game section of North America, record trophies being taken out every hunting season. Takla Landing is 175 miles north of Vanderhoof Station and is reached via motor road to Stuart Lake, thence by motor boat through Stuart, Trembleur and Takla Lakes to Takla Landing.

The Cassiar guides and outfitters supply guides, pack and saddle horses, camps, camp equipment, etc., for extended hunting trips.

Hotels: Nechako, Douglas Lodge.

BURNS LAKE—

The Gateway to Francois Lake, Ootsa Lake, and Babine Lake. These are also big game districts. Deer, Moose, Grizzlies, Black Bear, Caribou, Partridge, Grouse and Ducks are obtainable.

There is Rainbow and Dolly Varden Trout fishing.

Hotel: Omineca Hotel. Good stores.

Guides through Andy Ruddy or L. Mulvaney, Francois Lake.

TELEGRAPH CREEK—

Telegraph Creek, Cassiar District, may be reached by the Old Caribou Road from Hazelton.

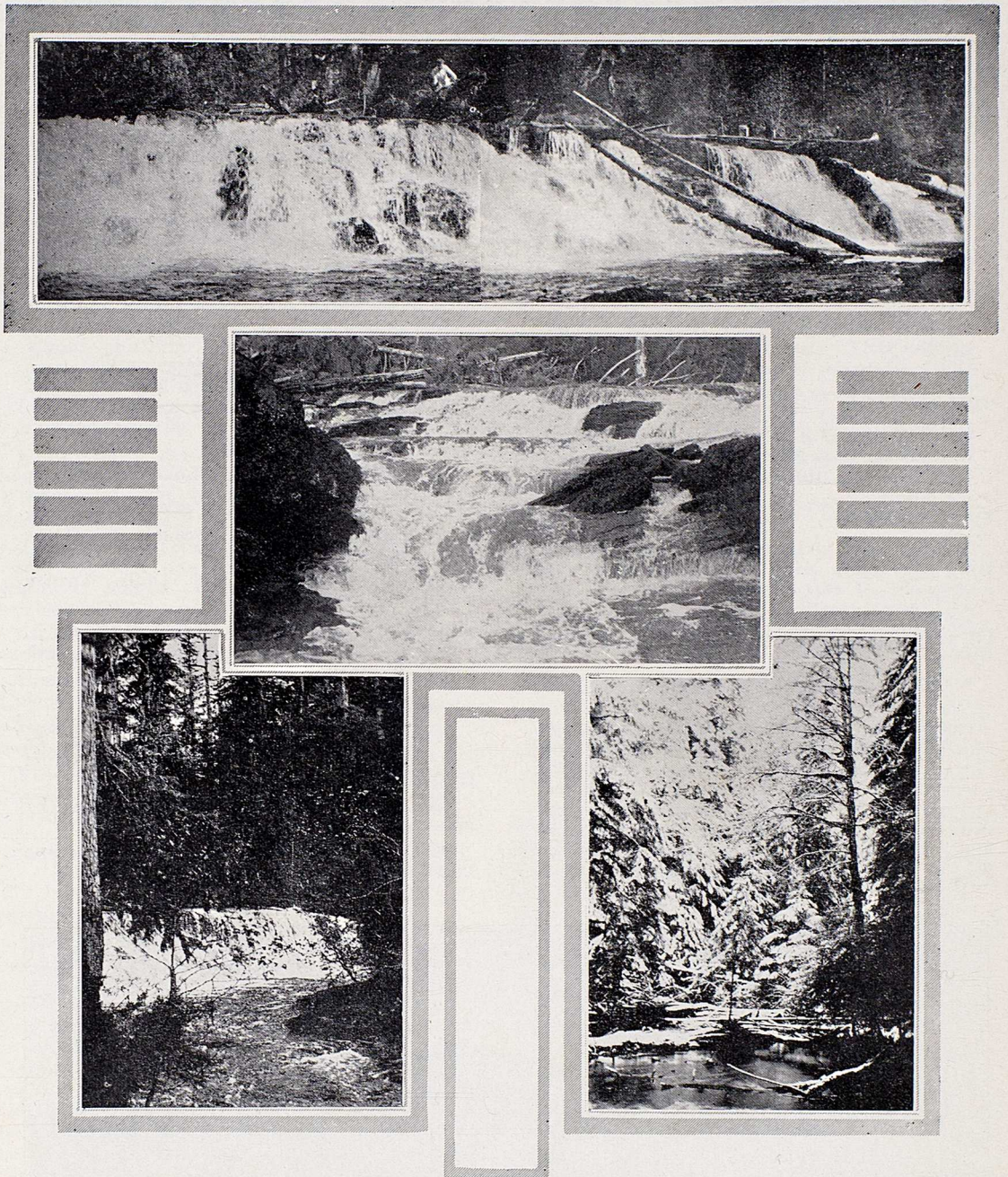
This is a Big Game District excelled by none on the North American Continent.

Outfitter: J. Frank Callbreath at Telegraph Creek, or Geo. M. Beirnes, Hazelton.



View of the New Ocean Dock, which is 860 feet long, having a warehouse capacity of 25,000 tons.

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Beauty Spots near Prince Rupert

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